

AudiTuner

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EDITION 38
Full report



THE PERFORMANCE AUDI MAGAZINE

Ballistic B7

593bhp APR-tuned RS4

GROUP B HEAVEN!
Quattro goodness
at Rallyday



Ultimate Sleeper

668bhp S2-engined 90 quattro



Plus



NEW S4

All the info on the
354ps V6 turbo



HARDCORE HYBRID

S3 with TTE420 kit



1024ps RS6!

MRC Tuning build UK's
first 1000ps C6

ISSUE 010 2015

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Welcome to AudiTuner

FIRST WORD



It's been a busy few weeks for us. We had a stand at the excellent Forge Action at Castle Combe; got to see some rare Group B legends at Rallyday; and joined our friends at Bilstein and Shark Performance for their respective open days. One thing that's become clear is that the UK tuning scene is in good shape. No matter what sensationalist news stories may be dominating the press, the appetite for tuning Audis shows no sign of abating.

To celebrate, we've got together another jam-packed collection of tuned Audis for you.

Kicking off with Stuart Elliott's Audi 90 quattro. On the face of it, this is a fairly stock looking, mid-'80s saloon. But open the bonnet and there's a VRS Northampton-tuned 655bhp S2 lump. It's a serious sleeper! Read all about it on page 24.

There's plenty more to get your teeth into this issue. From a sweet C7 A6 with stunning interior and air; through to a hybrid TTE turbo'd S3, and a rather menacing, supercharged APR-tuned B7 RS4. We've got all the bases covered.

At the time of writing, we're just over a week away from our first event – VAG Tuner Expo – and we cannot wait. Many of the UK's most respected tuners are booked in, the Top 20s are full and the free tickets are flying out of the door.

See you there!

Davy Lewis, Editor

SUBSCRIBE!

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See page 56

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This Issue wouldn't have been possible without:

The guys at TTS Roadsport, Santa Pod, Rallyday, Forge Motorsport and Adam Walker

AudiTuner
THE PERFORMANCE AUDI MAGAZINE



655bhp S2-engined Audi 90



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FRONT END



1024ps RS6!

MRC Tuning creates the UK's most powerful C6 RS

MRC Tuning have broken the 1000ps barrier with a C6 RS6. This makes them the first UK tuner to take the mighty biturbo V10 to such a high level. The bright red avant looks totally stock from the outside, but it's packing enough fire power to leave all but the very top level supercars wondering what just hit them.

To reach this level of tune, MRC utilised some serious components, including TTE turbos, MRC downpipes, uprated Sportmile Polska gearbox, water injection, plus uprated injectors and fuel pumps. After extensive mapping at the hands of MRC's calibration expert, Mihnea Cotet, the final figures are 1024ps and 1203Nm on race fuel, and 939ps and 1113Nm on 99 ron.

We've long suspected that the highly tunable 5.0 V10 would make such big numbers, and having seen a few in Eastern Europe, we knew it was possible. So it's fantastic to see a well respected UK tuner achieving this milestone.

MRC say they will be offering this "1000K" package to customers who want the ultimate RS6. Needless to say, we've asked for a passenger ride in this monster and will report back as soon as we've recovered from the experience!



**P10:
Lifestyle**
Cool gadgets and
toys for big boys



**P18:
New S4**
The lowdown on
the 354ps V6 turbo



**P24:
Audi 90**
655bhp S2
engine'd sleeper



RS6 AND RS7 PLUS CONFIRMED

606ps and a host of upgrades for top RS models

Audi will shortly announce it intends to produce Plus versions of its range topping RS6 and RS7, according to our inside man at Audi. The Plus package will include the 606ps engine used in the S8 Plus. Expect more refinement inside, some carbon fibre

details, and, for the first time, after market exhausts will be available in the form of an Akrapovic system. The Plus models will carry a £16,800 premium over the stock RS6/7 and we suspect there will be a big demand for these exclusive cars.

IN BRIEF



EIBACH'S A4 STOLEN

We've had a sad reminder that we all need to take extra care of our highly desirable Audis. Eibach's project A4 3.0 TDI quattro, which we've been following in Projects, was stolen on 11 September. It was taken from outside the home of the MD after thieves smashed a window to get access to the keys.

It's a very distinctive S-line with the following upgrades: 20in gunmetal grey Raywell wheels with Toyo tyres, Alcon 6-pot calipers with 2-piece discs, dual exit Milltek exhaust with custom black tips, Eibach Pro-Street s coilovers with different front springs (part No: F67-15-011-01-VA), Eibach ARBs, adjustable front arms, Alpine front speakers and 8in sub in boot, Raywell black Audi badge, ITG air filter and all chrome parts painted black on the exterior.

If anyone sees the car, is offered any of the parts listed, or knows of its whereabouts, get in touch with your local police, or call Eibach on 01455 285850.



COPS GET RS4

Don't try to outrun the Aussie police...

Sydney cops have been given an RS4 as their latest pursuit car. The 450ps V8 offers the kind of performance needed to keep up with baddies driving tuned V8s or turbo'd Jap metal but also happens to

look fantastic. It's a far cry from the boring Volvos and 5-Series BMWs that UK traffic cops use. We imagine there's a big rush for the keys when the Aussie boys come on shift. Bonza!



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LIFESTYLE

Cool gear for Audi fans

EDIFICE EQB-500R

The four models that make up the Casio Edifice autumn/winter collection feature a bold, three-dimensional design theme based around the needs of global travellers balancing activities in different time zones. The EQB-500RB is an Infiniti Red Bull Racing limited edition watch with black ion-plated stainless steel case and strap, ion-plated rainbow effect bezel, sapphire glass, smartphone link, dual dial and world time.

Price: £590

From: www.casioonline.co.uk



GOPRO HERO4 SESSION

The latest GoPro has shrunk! The Hero4 Session is 50% smaller than the Hero4 and measures just 35x35mm. It does away with the need for a case and is water resistant up to 10m. Designed to be fitted in small, or awkward places to capture the ultimate 'in the action' footage. Wifi and Bluetooth compatible with your smart phone, the Session includes a micro SD card. It features an 8MP sensor, 170-degree wide angle lens, plus shoots 1440, 1080 and 720p resolution. Also compatible with existing GoPro accessories, this is the ultimate for stunning footage on track cars, as well as action sports.

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AUDI QUATTRO JANNER RALLY MODEL

This iconic Audi quattro A1 model is based on the 1984 Castrol Janner Rallye car driven to second place by Bjorn Waldegaard and Franz Wurz. The well made Trofeu 1:43 scale model is a must for any fans of quattros and 1980s rallying (that'll be all of us then!).

Price: £37.50

From: www.racingmodels.com



ANYFORTY T-SHIRT

Part of UK-based, worldwide known brand, AnyForty's, six-piece brand new 'Art Is Our Weapon' collection, this design by Manchester-based artist, James O'Connell, is the stand out for us; a graphic 2015 ode to traditional tattoo design. Limited to 100 garments only, once sold out, they're gone for good.

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DRIVEN MAD



This month, the Ed has been for a spin in a non-Audi; he didn't like it very much...



I drove a Renault Clio the other day. "So what!?" I hear you cry; "tell us about the latest Audi you were driving, you mad fool." And you'd have a point. Except, I learnt something.

Having jumped into the factory-fresh Clio from my high-ish-mileage, seven-year old A6, I have to admit I was disappointed. Okay, the sports seats were quite nice (in a butt hugging kinda way) but, everything else was, well, a bit low rent.

that) and the dash and other plastics felt more like they'd come from inside a Kinder Surprise, than a £20k car.

So what am I getting at?

Well, we all know that Audis are well screwed together. This is after all a premium brand. But when all you drive is Audis, it's easy to forget just how good these things are. It takes a trip out in something decidedly non-Audi to appreciate just how good we've got it.

Don't get me wrong, I'm no car snob;

A6, than a brand new £20k performance hatchback, speaks volumes.

A criticism often levelled at Audis by magazines such as *evo* is, that they're well built but, a bit bland. They aren't driver focused. They lack excitement.

Well, during certain road test comparisons, I'll concede that the Audi sometimes gets overlooked by the opposition. In a recent test of uber estates – an E63 AMG, versus a Jag XFR-S and an RS6 left the Audi in third place, due, it was claimed, to its lack of feel compared to the rear-drive AMG and Jag. Really?

The fact the RS6 couldn't be persuaded to hang its arse out on a deserted Welsh B road for a smoky power slide, does not make it a bad car. For most of us – 99 percent of the time – we want a car that's rapid and capable that we can give a squirt in a straight line. Tail happy antics are great for professional road testers on quiet country roads or race tracks but, that's not the real world.

The RS6 is such a formidable and well-loved car because of its ballistic straight line speed. Add to this the amazing build quality and strikingly aggressive looks, plus that cavernous boot and you can see why these things are so popular. And this is before you begin to unlock the true devil inside by tuning the 4.0 biturbo V8. I defy anyone – from the man in the street, to a seasoned motoring hack – not to be blown away by the brutal acceleration of a 700bhp+ RS6. Unless you've been a passenger in one of these monsters (or even better the driver), you'll not be able to get your head around just how quick they are.

Having borrowed the Clio for a couple of days I should have been sad to see it go. But I wasn't. As I sat back, adjusted my electric leather seat and turned up the Bose surround system, before wafting up the road in a surge of effortless 3.0 V6 torque, I felt like I was home again.

Guess I'm just an Audi man...

"The RS6 is such a formidable and well loved car..."

To be fair the designers had tried to imbue the cabin with a sense of quality, evidenced by the piano black detailing and the leather-wrapped steering wheel. But it all felt a bit half-arsed. The doors closed with a twang rather than a thunk; the gear selector was rattly and reminded me of the joystick on my Commodore 64 (only 80s kids will get

I've enjoyed some amazing drives in many non-Audis. I also get the fact that there's more to a good car than a well-built interior. But, there's something about the overall *feel* of an Audi, from the styling, to the materials used for the interior, and everything in between that makes them so desirable. The fact that I felt much more at home in my older

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INBOX

Your comments and thoughts



S3 fan

Dear AT, I had to put pen to, er, keyboard and say hi. The S3 8L feature you ran in issue 009 was awesome. I have one of these cars and they're so much fun, for not much cash. In fact I'd go as far as to say the S3 8L is the best bang-for-buck Audi money can buy. There, I said it. The MKS Performance car was so well built and a real credit to the owner; it's good to see a car done properly, that is fast, yet remains drivable. Top work.

Nigel, via email



Emissions

With all this nonsense about the so called emissions scandal, I think people are forgetting just how much love there is for Audis. Anyone with half a brain cell knows that MPG and emissions data from manufacturers is meaningless in the real world. The fact it's all kicked off due to some alleged hidden ECU program is a shame, as it could hurt investment, which in turn could mean less new performance Audis. But let's not get downbeat. For me, Audis are still far and away the finest cars on the road and a scandal linked to low-powered diesel models isn't going to affect the way I feel about my S5! If I was bothered about MPG and emissions, I'd drive a bloody Prius!

Clive, via email



Where's Walter?

I see you're doing interviews with some of the big names in the tuning scene; have you thought about Jonus, the guy that maps all the mental Scandinavian Audis? I'd also like to see what Jon Olsson has to say about his crazy RS6 and if you can, an interview with the legend that is Walter Röhrl. Come on lads, sort it out for me!

David, via email.

Some good suggestions there, David, although we're not sure we'll be able to get hold of Mr Röhrl. But you never know – watch this space.



Fully covered

Loved the wrap-around cover on issue 009. It's refreshing to see a back cover without an advert on it – do you plan to continue this? In future the back cover could be made into a cool, glossy poster. Just a thought.

Perry, via email

Thanks Perry, but we can't take the credit for the wrap-around cover, it was actually the idea of Richard Good, MD of KW Automotive UK. I like the poster suggestion though, we may well do that at some point.

Small packages

I was at the Forge Action Day recently (a great show by the way) and saw Davy parking the KW S1 on the AudiTuner stand. I had to look twice as he could barely see over the steering wheel. Is he a midget!?

Ben, via email

Haha! Thanks, Ben. Believe it or not, the S1 has its seat set low to accommodate KW's test driver, Marc Kemp, who's 6ft 5ins. So I was a bit lost in there!



Let the air out

I had to drop you a line to say I think you feature too many non-performance cars on air-ride. The magazine is called AudiTuner, so personally, I think you should only feature serious, tuned cars rather than the fashionable stuff for kids with tattooed sleeves and skinny jeans. The A5 in last issue is a prime example. Aside from that, I really like the mag; even though I'm an old bugger!

Gareth, via email

First up, glad you like most of the magazine, Gareth. Always great to hear feedback, but to address your point, it's clear that air-ride and styled cars make up a huge part of the international Audi scene; so we reflect what's going on. That said, we do have a performance focus as you can see this issue, with a 593bhp supercharged RS4, 655bhp Audi 90 and 420bhp S3. The final point is to say that the A5 had a 370bhp 3.0 TDI V6 engine with hybrid turbo, custom downpipes and remap, which I'd say makes it pretty well tuned...

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Q&A

We interview the big players in the performance Audi scene to find out what they do, and what's new...

We chat to our resident Finnish snapper and all round Audi nut, Jape Tiitinen...



AT: How did you get into the performance Audi scene, Jape?

JT: I got into cars around the year 2000 when I bought my first proper car, a Nissan Primera P10. I have a strong skateboarding background (28 years and still going!) and I was doing all these skate videos. Then I wanted to produce a similar video with cars back in 2002. Nobody did any car videos back then. My first car video came out in 2003 and was named Kalis Concept. After that, the scene started to get bigger and my videos got pretty popular. In 2005 I got my first DSLR camera and started shooting photos. The rest is history...

AT: Tell us about your job and what magazines you shoot for...

JT: My job is to shoot all the cool cars and cover the best events for car magazines – that's what I love to do! I currently I shoot for GTi Magazine in Finland, AudiTuner, Performance VW and Performance BMW, BMW Car, V8 Magazine, Speedhunters and Stancenation. I've also worked for Eurotuner Magazine, Tuning.fi and Klassikot Magazines.

AT: What cars have you owned?

JT: I bought my first Audi in 2004. It was a B5 A4 1.8T quattro. I sold the A4 in 2005 and bought a C5 A6 2.7 biturbo sedan. This is where the OEM+ game kicked in for me. The A6 was sold mid-2007 and then I found my current B5 RS4 which is a keeper. I will never sell it, I promise! I had another C5 A6 biturbo avant in 2009, then another C5

A6 4.2 V8 with RS6 bumpers back in 2010. This one I had only for 6 months – the fuel consumption was killing me! After the 4.2 V8 A6 I stayed with the RS4 for a while, until 2012 when I bought this B8 A4 3.0 TDI quattro as a daily ride. It's been my daily ever since, but now I am thinking of selling it and replacing it with C7-bodied A6 with the 3.0 TDI lump.

AT: What's the Audi scene like in Finland?

JT: The Audi scene seems to be quite tight in Finland. People are eager to help each other and we have a good working forum, audiclub.fi/audifinns, where people can get help and share advice. Audiclub has track days and attend the bigger car shows. I've been into Audis for over a decade, so I know a lot of Audi people. I can't think myself of getting into another brand anymore.

AT: What are the most popular models?

JT: In Finland, I think the most popular models at the moment are B5, B6, B7 and B8 bodied A/S/RS4s, especially the 2.7 biturbo scene, which is huge. There's a lot of tuners in that field.

AT: Is tuning very popular?

JT: OEM+ tuning is quite popular. It looks right and is timeless. You don't ruin the car's looks using OEM parts. You can still see some crazy glass fibre bodykits every now and then, but that's history man.

AT: How come Finland produces so many amazing race and rally drivers?

JT: It must come in mothers' milk! It's in the

genes I think. Nightless nights and gravel roads must help – go figure!

AT: What's it like getting around in the bad weather – a lot of sideways driving?

JT: Yes, a lot of driving sideways when it snows. The worse the weather is in winter, the better it is for a quattro fan. I love bad weather. There's nothing better than passing people sideways while they struggle getting their cars moving from traffic lights!

AT: What do you think of the UK Audi scene?

JT: The UK Audi scene is tight. There are so many higher class show cars in the UK. I got a feel for it when I was visiting my RS brother, Julian Loose, many years back in the UK. There were so many super detailed Audis at his Dubfiction show that I attended. Keep it up, brothers.

AT: If money was no object, what Audi would you buy and tune?

I think I would go with a Sport quattro or Ur-quattro with a top notch, high-power 20vt engine, proper wheels, big brakes, bucket seats and the best suspension money can buy – and a big garage for it. I just love older Audis.

JT: What's the fastest you've ever been in an Audi?

It has to be 340km/h (211mph) in Philipp Kaess' RS4 limo, from the cover of AudiTuner 007, this summer in Hannover. Holy shit that thing was fast! Thanks to Phil for this experience; that beast gave me such an adrenaline rush.

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NEW CAR NEWS



NEW S4

The latest S4 is packing a 354ps turbocharged V6 – here's the info you need to know about this important new performance Audi...

The new B9 A4 has been hotly anticipated. For months we saw renderings and spy shots of cars that, people claimed, would be the next generation of this popular and very important model for Audi. But for us, it was the S4 that excited us most.

With rumblings of a twin turbo V6 and tantalising renderings of cars with big vents and aggressive styling, it was no surprise that when the production model was unveiled, some were a bit underwhelmed. Personally, I think the new car is bang on the money; S4s have always been very understated, with the drama left to the RS4. The latest generation is no exception and it promises to be a very important model for the tuning industry.

Let's look at the new S4 in more detail.



Styling is slightly tougher than the B8



Engine

The S4 gets an all new 3.0 turbocharged V6. This is good news. While we'd have liked to see a twin turbo that harked back to the days of the fantastic 2.7 biturbo of the B5 S4, there's no doubt this unit will be capable of big numbers.

Some may bemoan the loss of the B8's supercharger but, given the limitations of the blowers themselves, plus the tremendous heat generated, it's clear the turbo option makes more sense. This direct injection unit offers a very healthy 354ps, which is 20ps up on its supercharged predecessor. But it's the 500Nm slug of torque, available from just 1300rpm that should make this S4 feel very rapid.

"A 500Nm slug of torque, available from just 1300rpm"



Exterior

The B9 S4 may be all new, but Audi's designers have been careful to stay true to the character and subtle lines of the B8. The shape has been made more purposeful, and, some may argue, more aggressive. The headlights are more angular, as is the grille, while the flanks are less rounded than the old car's.

As you'd expect, the S has some sporting additions to set it apart from other A4s, such as new grille, inlets, rear diffuser, and, of course, quad tailpipes; but it's all low-key. Matrix LED headlights are available as an option. Both saloon and avant versions will be available from the outset.





Front end is very purposeful

Other S4s...

The B9 is the fourth generation of S4. Here are the others...



Ur-S4



B5 S4



B6/7 S4



B8 S4

Chassis

Key to the S4's success will be its ability to handle the 354ps, so Audi's engineers have worked hard on the chassis. Based on the all-new MLB Evo platform, it utilises five-link suspension front and rear to separate longitudinal and transverse forces. The S4 rides 23mm lower and damper control is available as an option. The CDC (Continuous Dampers Control) can be used via the Audi drive select system. Stock wheels are 18in five spokes, with 19s available as an option. The latest generation quattro drive sends 60 percent of torque to the rear wheels during normal driving, but can distribute up to 70 percent to the front axle or 85 percent to the rear. When cornering, the inside wheels are also braked slightly to maintain traction.



Interior

Perhaps the biggest evolution for the S4 is its interior. The B9 has made a big leap forward with a much higher quality feel and an all-new dash. The multi-function steering wheel is very attractive and tactile, further adding to the classy vibe inside. The industry leading 12.3in virtual cockpit is also available as an optional extra – something that really takes the dash to another level. With a longer wheelbase, there's more head and leg room for back seat passengers, too.

The Nappa leather seats are available in ebony, rotor grey, and magma red and include adjustable side sections and a pneumatic massage function. The latest MMI Plus system is also available with touchpad, 8.3in monitor, and Audi connect hardware to provide high speed internet, plus smartphone interface.



Tuning

The previous generation S4 was very popular with tuners thanks to its supercharged V6, which responded exceptionally well to power increases. The new car looks set to build on this with even greater potential from the turbo'd 3.0 TFSI. Expect software recalibration to be available very shortly after launch, which should take power to around 400ps. With a less restrictive downpipe and full performance exhaust system, things could get very interesting.

Whereas the B8 was limited by supercharger availability, there will be plenty of hybrid and larger turbos that could unleash further potential from the B9. Of course, a lot of development work will need to be carried out to test how far the stock engine can be pushed, as well as the gearbox but, if past models are anything to go by, we'd expect to see 500ps+ S4s, with potential for even more with the right supporting upgrades to the fuel and cooling systems.

Admittedly, this is mere speculation at present, and there could be hurdles to overcome (such as locked ECUs), but the tuning industry is very creative and we'd expect solutions to be found to any obstacles. As to what the next RS4 will bring to the table, we'll have to wait and see. With strong rumours that its V6 will be twin turbocharged, things are set to get very interesting over the next 18 months.



Top: Rear end is neat; lights look very cool

Above: Interior fit and finish it exemplary

SPECIFICATION

2016 B9 Audi S4

Engine:

3.0 V6 TFSI turbocharged

Transmission:

8-speed tiptronic, latest generation quattro drive

Brakes:

S4 spec

Suspension

Sport differential, adaptive damping sports suspension

Power:

354ps, 500Nm

0-62mph:

4.7sec (claimed)

Top speed:

155mph (limited)

Weight:

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Words and Photography Davy Lewis

80s Revival

With the help of a 668bhp S2 engine, this rare 1986 Audi 90 has been brought slap bang into the 21st century



At first glance, this may look like a fairly stock and well used Audi 90. This in itself is worthy of attention as there are very few of these mid-'80s saloons left. It's also a quattro, which makes it even more of a find. The simple, boxy design is everything you'd expect from a 30-year old car – it has the original paintwork and that distinctive smell that only an old car can have. But look more closely and all is not as it seems.

The clues are there: the Aerocatches on the bonnet; the motorsport style wheels and those sticky Toyo R888 semi-slicks. But it isn't until you see the engine that you realise just how special this thing is.

Lift the bonnet and you're greeted by a fantastic looking 2.2 5-cylinder 20V lump complete with big turbo. These saloons may have originally come with a 2.2 unit but, the normally aspirated KV lump made a lowly 136bhp. This one produces 668bhp.

This is actually an S2 3B engine, and to say that it's been tuned is an understatement. Will from VRS Northampton has completely transformed this 5-cylinder unit to create a big-power, but highly usable car that fits Stuart's Elliott's driving style.

Stuart takes up the story, "I've loved Audis since my dad had

them," he recalls. He had a 100, then a 90, before getting a 90 quattro, which I learnt to drive in," he says with a big grin.

While his mates were driving old Mk2 Escorts, he had the keys to the quattro, which must have really been something back then. Fast forward 20-odd years and Stuart was in a position to relive his youth. "I was working offshore and started looking on eBay for 90 quattros," he says. "I found one that had already had the S3 3B engine conversion – it looked a bit rough and had a stock gearbox, brakes and suspension but, I put a bid in."

Being six hours ahead he won the car and called his dad to go and pick it up for him. We all know eBay purchases can bite you on the arse, but the car was as described. It was also well known on the S2 forum, so there was a wealth of info available. "I came home and drove it for 100 miles or so just to see what it needed," says Stuart. "It was running about 280bhp, but with stock brakes and suspension, that wasn't a good thing," he laughs.

Having decided the car deserved some proper love, it was sent to a company who 'talked the talk' for some renovation and tuning work. Sadly it then sat there for a year and made no progress.

Having bought an uprated radiator from Will at VRS

**"Using it in the gears it's savage –
in third gear, acceleration is brutal"**





AUDI 90 SALOON



POWER TO WEIGHT

To appreciate just how fast this Audi 90 is, have a look at these power to weight comparisons. With up to 500kg less to pull around, but similar power, the 90 would be at a huge advantage over these £100k plus supercars...

Porsche 911 Turbo S	344bhp per ton
Ferrari 458 Speciale	470bhp per ton
McLaren F1	550bhp per ton
Stuart's Audi 90	556bhp per ton



Northampton, Stuart told him about his predicament and Will told him to bring it to him. That was the best decision Stuart could have made.

VRS has a great reputation for building some of the most capable VAGs in the UK. Main man, Will, takes real pride in each car and this 90 became a true labour of love.

"We decided to start from the arse-end and work forward to see what needed doing," says Stuart. "I'd already had some welding done to the offside rear arch and the fuel pump area," so the upgrades could begin.

"The plan was to create a quick road car with 500-600bhp that looked stock, but could have a go at Porsche 911s and the like," smiles Stuart.

To say he's nailed it is an understatement. In fact, I can't think of many other cars that offer such ballistic performance, all wrapped up in such an innocent looking package.

The heart of this '80s powerhouse is the S2 engine. It was actually fitted by a previous owner, but has been completely re-worked by VRS. You can see the full details in the spec panel at the end of the feature, but the highlights include a fully forged bottom end, beefy GTX3576 turbo, huge 1100cc injectors and a feature packed MoTec ECU mapped by the legend that is, Dave Rowe, from EPS. "There are nine boost settings," says Stuart. "One to six are for regular super unleaded pump fuel; while seven to nine have advanced timing to allow race fuel to be used." With nine different maps, there's something for every situation, making this a very



usable and drivable car. "You can just do 30mph with no bother," says Stuart "and it'll cruise in sixth on the motorway fine – you don't get out of it with a headache!" But when you do want to drop the hammer, this 5-cylinder monster delivers a huge punch. Stuart continues, "Using it in the gears it's savage – in third gear acceleration is brutal and it'll hit 100mph plus (on a private road of course). A powerful engine is one thing, but unless you can get that power down, it'll never make for a truly fast car. Fortunately, the chassis and drivetrain has been suitably beefed up to cope with all 668bhp.

To transfer the power to the road, a B5 RS4 gearbox has been fitted. Mated to a VRS Northampton-spec 6-paddle clutch and flywheel, this thing properly hooks up and goes. With launch control and Toyo R888 rubber, acceleration is mind blowing. On many shoots it's hard to get a feel for how a car actually performs, but as we're at Santa Pod for the GTI Festival, I get to watch Stuart take it down the strip.

Before Stuart hits the quarter-mile, he spends a few minutes prepping the car. By prepping, I mean removing seats. The rear bench is taken out, followed by the passenger leather Recaro. Incidentally, the front seats are from an RS2 and as Stuart says, "weigh a bloody ton!"

He's the first to admit he launches it sympathetically, but once it gets into its stride, this thing is quick. A few runs in the high 11s are respectable but, we all know there's more to come. After a quick

Left: Interior includes RS2 seats **Above right:** 668bhp S2 power house **Below:** Classic '80s profile



AUDI 90 SALOON



“It still had the tow bar until two weeks ago!”



chat with Will from VRS, Stuart uses launch control and nails an 11.1sec pass. Impressive stuff – more so when you consider he then drove over 200 miles home afterwards. With some more practice, and an aggressive launch, this thing has the potential to dip into the 10s – seriously impressive for a full road car.

As he waits in the queue for his next run, Stuart spots a very tidy looking Ur-quattro and stops to chat to the owner. It turns out they know all the same people from the quattro Sport and S2 forums and spend a good 20 minutes chatting about their plans. Before long there's a small crowd of onlookers. Seeing these two cars together is a rare treat; from middle-aged guys who owned one back in the day, to younger fellas that have been seduced by the iconic lines – everyone loves these '80s treasures.

The chassis has seen some extensive work to create something with contemporary handling. There are no off-the-shelf coilovers available for these things, so rather than go to the trouble and expense of having a bespoke set created, Stuart fitted S2 subframes. These allowed the well respected KW Variant 3s to be added. With two-degrees of negative camber, the turn in is crisp and sharp, making the already capable quattro handle amazingly well.

The paintwork is best described as original. It has a certain patina that adds to the overall character of this car. There's the odd mark and rust spot, but it's authentic. Plus this saloon gets used. Hard. Although Stuart is planning to have a few bits tidied, it'll remain original. “It still had the tow bar on until two weeks ago!” he reveals, “I only removed it cos it weighs 20kg.” Talking of weight, the kerb weight on this thing is just 1200kg. That gives a power to weight ratio of 556bhp per ton, that's better than a Ferrari 458 and a McLaren F1.

So what's next for this 1980s sleeper? Well, after five years in build, Stuart plans to use it as much as he can. That means more quarter-mile runs, some track days and plenty of cross country runs on the road. “I'm going to have the leather removed from the front seats too,” says Stuart. “I'm not a fan of leather, plus these things get hot inside,” he laughs. With some tweed cloth to match the rears, this Audi 90 will look even more period correct, further cementing its status as one of the UK's finest sleepers.

It's so good to see a car like this being kept alive, but more than that, being given a new lease of life thanks to modern tuning upgrades to create an absolute weapon. **AT**



Top: Stuart on his way to an 11.1sec quarter

SPECIFICATION

Audi 90 saloon 1986

Engine

S2 3B 2.2 20v turbo, overbored 0.5mm, Mahle pistons, forged steel rods, ported cylinder head, VRS-spec cams, stock valves with 5 angle seats, ARP head bolts with sport Quattro washers, VRS custom fuel injector rail, ASNU 1100cc injectors, Audi 7A cam cover machined to accept B7 RS4 coil packs, ARP studs and nuts, Wagner inlet and exhaust manifolds, Turbosmart 50mm wastegate, 4-port boost control, GTX3576 turbo with 0.82 housing, VRS custom stepped 'L'-shaped intercooler with lightweight core, Turbosmart BOV, CatCams vernier pulley, motorsport kit sensors – fuel, oil, 4 bar map sensor, custom 65mm core rad, Kenlow fan, custom heat shielding, carbon/Kevlar cam pulley cover, custom VRS 3in exhaust and downpipe, 19 row Setrab oil cooler, Aeroquip fittings, VRS custom breather tank, MoTec SLM shift light, MoTec M84 ECU, custom loom, mapped by Dave Rowe from EPS Motorsport, 9 position adjustable boost, launch control, 2 stage anti-lag, full logging facility, custom VRS strut brace

Power

668bhp and 519lb/ft

Transmission

6-speed B5 RS4 gearbox, VRS-spec 6-paddle clutch and flywheel, 16-row Mocal gearbox cooler just in front of drivers rear wheel

Brakes

Brembo custom calipers with 314mm discs (front), vented S8 mix rears

Suspension

KW Variant 3 coilovers, S2 Coupe ABY subframes front and rear, Powerflex bushes, 2-degrees negative camber

Wheels and Tyres

Compomotive TH with Toyo R888 tyres

Interior

Leather RS2 Recaros up front, OMP dished suede steering wheel, SLM shiftlight, boost gauge, controls for launch control and anti-lag built into centre console, battery relocated to boot, fire extinguisher

Exterior

1985 4-door Audi 90 saloon, Aerocatches on bonnet, front slam panel modified to fit intercooler, original paintwork

Contacts/thanks

Will at VRS Northampton www.vrsnorthampton.com, Dave Rowe at EPS Motorsport www.epsmotorsport.com, my missus, my mum and dad, S2 and Classic Audi forums



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Words Davy Lewis Photography AJ Walker

Red Alert

Not content with one stunning, tuned Misano red Audi, Joe Caudwell has gone and got himself another one – lovingly enhanced, of course...



Right: A1 sits perfectly on fifteen52 Turbomacs **Below:** Custom air-ride controller



Daily driver. It's a term that's become common among those of us that choose to seriously tune or modify our cars. It refers to a run around; something that you don't really love as much as your *real* pride and joy. But, when you're into Audis, it's hard not to give your daily a bit of love, too.

For Joe Caudwell, a daily has always been essential. Regular readers will remember his stunning supercharged RS5 from the cover of issue 001. Now featuring air-ride, carbon rims and lots more, this RS is currently undergoing its second transformation ready for next year's shows. So, in the meantime, Joe wanted something he could have a bit of fun in while it was at Plush Automotive and QS Tuning. "I had a Merc ML350 but it was a bit big for my missus to drive," he says. "I've always liked the A1 and really fancied an S1, but because I need an auto the next best thing was the 1.4 TFSI." Now, a 1.4 may not sound like much, but with a healthy 185ps out of the box, they're not exactly shy. What appealed most was the size. The diminutive A1 feels small and nimble – perfect for chucking about when the 600bhp RS is left at home.

"I actually wanted a Daytona grey one," admits Joe, "but then I saw this one in Misano red and had to have it. It's just a coincidence it's the exact same colour as my RS5," he laughs. The ex-demo car from Huddersfield was only three-months old with 1,700 miles on the clock and came with a huge list of options – sunroof, nav and sports seats. "There must have been £5k of extras," says Joe. A deal was done and the second Misano red Audi joined the fleet.

Anyone who knows Joe will be well aware he's passionate about making his cars his own. Sat next to the stunning RS5, the A1 certainly needed some help – and Joe didn't hang about.



**"I saw this one in Misano red
and had to have it"**





Above: Air-ride kit is hidden away
Left: Red seatbelts are a neat touch from Plush Automotive



“Within 30 minutes of getting it home I’d removed the badges and fitted the RS grille.” He continues, “I actually bought the grille before I’d even got the car!”

Being another bright car, Joe wanted to add some more black to complement the red. So the roof, spoiler, boot and front centre splitter were wrapped in 3M gloss black, while the door mirrors were painted. With a real eye for the fine details, he then had the rear diffuser done. The A1 now looked much more aggressive and S1-like – but the ride height was letting it down.

Rather than go for coilovers that would make the daily commute pretty harsh, he decided to fit air-ride. This would mean the best of both worlds; it could be raised up for the shocking UK roads, but then dropped down once parked up or at a show. Having gone for a Plush Automotive system on his RS5, Joe wanted a similar set up for the little A1.

The kit is an Accuair e-level system, which is well proven, but the install had to be stealthy. “The boot’s small as it is, so I couldn’t afford to lose the space with the install.” So Luke and the crew worked hard to hide the twin compressors and other kit away in the spare wheel well. It’s all really neatly done and allows the car to

“Within 30mins of getting it home I’d removed the badges and fitted the RS grille”

be used for its main duties, including getting Joe to his wheelchair basketball training each week.

And so to the wheels. Joe had been so sure he was getting an A1 that he’d already ordered the 9x18in fifteen52s! That’s dedication for you. “I had to pre-order them and they only came in white or silver,” he recalls “so I thought I’d try white and paint them.” Thing is as soon as they were offered up, Joe loved them. They certainly pop against the bright red paintwork, and although they’re a bugger to keep clean, they look fantastic. A bit of rolling to the arches to ensure no scrubbage and all was good. The white wheels gave Joe another idea. “I thought I’d try a white Audi badge on the front, but



1.4 now kicks out a
claimed 228bhp



JOE'S RS5

We featured Joe's RS5 in the very first edition of AudiTuner. The supercharged V8 beast made a very healthy 644bhp and featured an insanely loud HMS exhaust system that sounds like a Nascar on steroids. One of the finest tuned Audis on the UK show scene, it's now packing air-ride and a set of stunning carbon-lipped Avant Garde alloys. But there's more to come – the RS is booked in with QS Tuning for some carbon ceramic rear brakes to match the fronts, then it's off to Luke at Plush Automotive for an interior make over. We'll be re-featuring it as soon as it's ready.



I couldn't find one." So he called Xenonz UK and they pulled out all the stops to make one up and get it to him in time for the Fitted UK show. A sterling effort, chaps.

Inside, the A1 was well equipped and featured the rare Supersports seats, so Joe has merely added a splash of red here and there, plus a set of red seat belts.

With a 600bhp RS5 for those times when he needs some speed thrills, the A1 was never going to be hugely tuned. That said, an MTM M-Cantronic module is due to be fitted by QS Tuning when he takes the A1 and RS5 in for some work. In the meantime, he's running a RaceChip Pro2 tuning box, which claims to give 228bhp, although Joe says it feels more like 210-215bhp. Either way, over 200bhp in relatively small car is decent enough. "I really like it, it's so small it feels like a go kart," he says.

And there we have it. Joe now has a pair of Misano red twins in his garage. One balls-out V8 monster for the days he wants to go and play, and a nicely upgraded daily that can still put a smile on his face. The best of both worlds? You betcha!



Above: Mean and moody A1

SPECIFICATION

Audi A1 1.4 TFSI

Engine

1.4 TFSI with RaceChip Pro2 tuning box

Power

228bhp & 313Nm (claimed by RaceChip)

Transmission

6-speed S-tronic

Brakes

EBC drilled discs with Brembo pads fitted all around (OEM sizes), calipers painted gold

Suspension

Accuair e-level with HP Drive Tech struts

Wheels and tyres

9x18in fifteen52 'Ken Block' Turbomacs ET42 with 215/35x18 Goodyear eagle F1

Interior

Supersports seats, full leather heated fronts, sat nav, Bose DAB radio, panoramic sunroof, LED interior, red seat belts, stealth Plush Automotive air-ride install in boot floor

Exterior

RS-style front grille, de-badged rear wiper removed, gel resin number plates, mirrors, front fog surrounds and rear diffuser painted gloss black, white LED fogs, roof, spoiler, boot and front centre splitter wrapped in 3M gloss black, white front Audi badge, full car sealed in carbon collective 'oracle' ceramic coating

Contacts/thanks

Plush Automotive www.plush-automotive.co.uk, Xenonz UK www.xenonz.co.uk, QS Tuning www.qstuning.com, Trimsport (fifteen52) www.trimsport.co.uk



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Words Jamie Arkle Photography AJ Walker

ANOTHER LEVEL

There are few things in life as satisfying as a surcharged V8 and this 593bhp B7 RS4 is one of the finest in the world...







Ever noticed how some elements of a car's mechanical makeup come bundled with emotional ties? Okay, so we're not suggesting that people go weak at the knees at the sight of an inlet manifold or a coked-up EGR valve but, it's undoubtedly true that, certain bits of engineering hardware have transcended being mere parts and components and are now fully paid up things of beauty. Want an example? Well how about the V8.

No other engine comes packaged with so much emotional baggage; even people who couldn't give a stuff about cars (much less the box of quickly rotating parts that power them) know that a V8 is intrinsically cool, and a much better prospect than a rattly old four pot. Another example is the supercharger.

This is a bit of kit that's been around almost as long as the internal combustion engine and has since been usurped by the turbo in terms of mainstream production cars, yet the supercharger, for some reason, is still a much, much cooler bit of kit.

Where are we going with all this? Well the B7 RS4 you see here boasts both a stonking 4.2 V8 and, thanks to the guys at APR, a supercharger slung over the side. The lucky owner is one Lee Wong

and, as you perhaps might've guessed, he's something of a fan of both belted forced induction setups and big V8s.

"I've a Ur-quattro that I've had for years and will never sell, so when the time came to get something fast, capable and with a manual transmission, the RS4 was always under consideration," he explains. "I do like a V8 and the 4.2 has certainly proved its worth over the years."

Lee took delivery of his B7 back in 2010 and though undoubtedly impressed with the car and its performance, the tuner within him couldn't leave well enough alone. Initially disappointed with the range of go-faster options available on the aftermarket, Lee instead opted to fit a throaty de-cat Milltek exhaust system and a panel filter. Granted, these changes didn't exactly add much in the way of sheer grunt, but they did help the RS inhale and exhale a little freer and resulted in a seriously evocative exhaust note.

The months rolled on and Lee got to know his latest purchase and appreciate its innate, performance-focused character but, the desire for more power refused to diminish. Luckily, by this point it was 2011, and the aftermarket had expanded to cater for Ingolstadt's BMW-basher, most notably with the appearance of APR's much vaunted supercharger kit.

SUPERCHARGED RS4



Left: Carbon intakes **Below:** APR supercharger install gives almost 600bhp



Left: 9x20in BBS CH-R rims and monster 12-pot Tarox brakes



Wing-back Recaros
– still the best seats



Immaculate and
OEM inside



This B7 just oozes
latent aggression

Chances are that most of you reading this will be well aware of both the potent performance potential of this offering and the fact that the kit includes everything needed to get your B7 making frankly ridiculous numbers but, it's worth pointing out just how comprehensive an offering it is.

Lee plumped for a 'charger, bespoke inlet manifold and charge cooler setup, all encased in one stunning, carbon fibre box, then left it under the careful control of a JBR CustomCode map. Factor in the Milltek exhaust system (and the uprated Sachs clutch for peace of mind) and Lee was left with a very handy 593.8bhp, a figure the forced induction setup was capable of delivering at just 7psi.

"Driving it with the supercharger is just effortless as there's so much power available and it's all so usable," Lee explains with a grin. "It makes peak boost at 3000rpm or so, so if you need to overtake on the motorway you can just put your foot down and it will just go; no need to change down and floor it... unless I want to hear that addictive noise!"

Since the kit was fitted there have been a number of developments and upgrades from the folks at APR and Lee is in the process of swapping his management for another, with the aim of seeing a fraction more power and more 'shove' at the top of the rev range.

All that power is routed through a stock transmission setup, bar

**"Driving it with the supercharger
is just effortless as there's so much
power available..."**

the Sachs clutch of course, and it's testament to the in built strength of the quattro four-wheel drive system and the Audi boffins that it's been able to handle so much extra power without breaking a sweat.

When it comes to the exterior, it's hard to argue against the fact that Audi did a damn good job when it came to styling this car. Any aftermarket additions run the risk of at best tainting its looks, at worst, downright ruining them. Still, Lee's done a good job here; the Vorsteiner carbon fibre bonnet and Seibon boot really do work and work well, partly because the car they're bolted to wears subtle grey paint.

"The bonnet actually came all the way from Hungary, from another supercharged RS4," Lee explains. "It'd been messed around with though and someone had stuck a plastic scoop on it... not a great look. I had to have another, one-off carbon fibre scoop made





up to make it look acceptable.”

Other exterior tweaks have been equally subtle, with those 9x20in BBS CH-R wheels being perhaps the most obvious deviation from stock Audi spec and not something Lee took lightly, particularly as the factory-fitted RS4 alloys are so well liked.

Of course having a whisker under 600bhp at your beck and call is brilliant but, it does place extra stress (and importance) on both the suspension and brake setups. Lee's spent time and money improving both, with the latter taken care of with Bilstein PSS9 coilovers, wound down just enough to lend the RS4 a touch more aggression. Stopping duties are now ably handled by a totally overhauled brake setup and to term it merely 'uprated' is probably doing both it and Lee something of a disservice! Peek behind the cross-spokes of those BBS alloys and you'll be greeted by simply massive Tarox twelve-pot calipers and suitably massive 400mm discs, with a similar, albeit slightly more modestly sized, setup at the rear. They certainly look impressive.

So, what's next? Well, Lee freely admits that part of the reason for him choosing the APR supercharger in the first place was their reputation for safe, reliable mapping and careful development. With the kit now run in and performing very well indeed, he's decided that the time is right to push for more power. APR now offer an even more extreme supercharger conversion kit and it'd be churlish not to take advantage of this, particularly as Lee's already equipped his car with all the supporting hardware it needs to make the most of that performance potential.

What's cooler than a V8? A V8 equipped with a screaming supercharger. What's cooler still? A V8 with an even bigger supercharger – we can't wait to see how this build progresses. **AT**



Top: Front end means business
Above: Carbon boot is very cool



SPECIFICATION

Audi RS4 B7

Engine

Audi 4163cc V8 FSI 32v DOHC, 84.5x92.8mm bore x stroke, with APR Stage 3 supercharger kit comprising, chargecooler, matched inlet manifold and supercharger, Milltek valved un-resonated exhaust, Pipercross carbon fibre induction kit, CustomCode software

Transmission

6-speed manual with Sachs clutch/single-mass flywheel, OEM quattro differentials and four-wheel drive system

Brakes

Front: Tarox 12-pot calipers and 400mm discs, uprated pads. Rear: Tarox 4-pot calipers and Tarox discs, with uprated pads

Suspension

Bilstein PSS9S coilovers all round

Wheels and tyres

9x20in BBS CH-R alloys with Continental ContiSportContact 255/30 tyres

Exterior

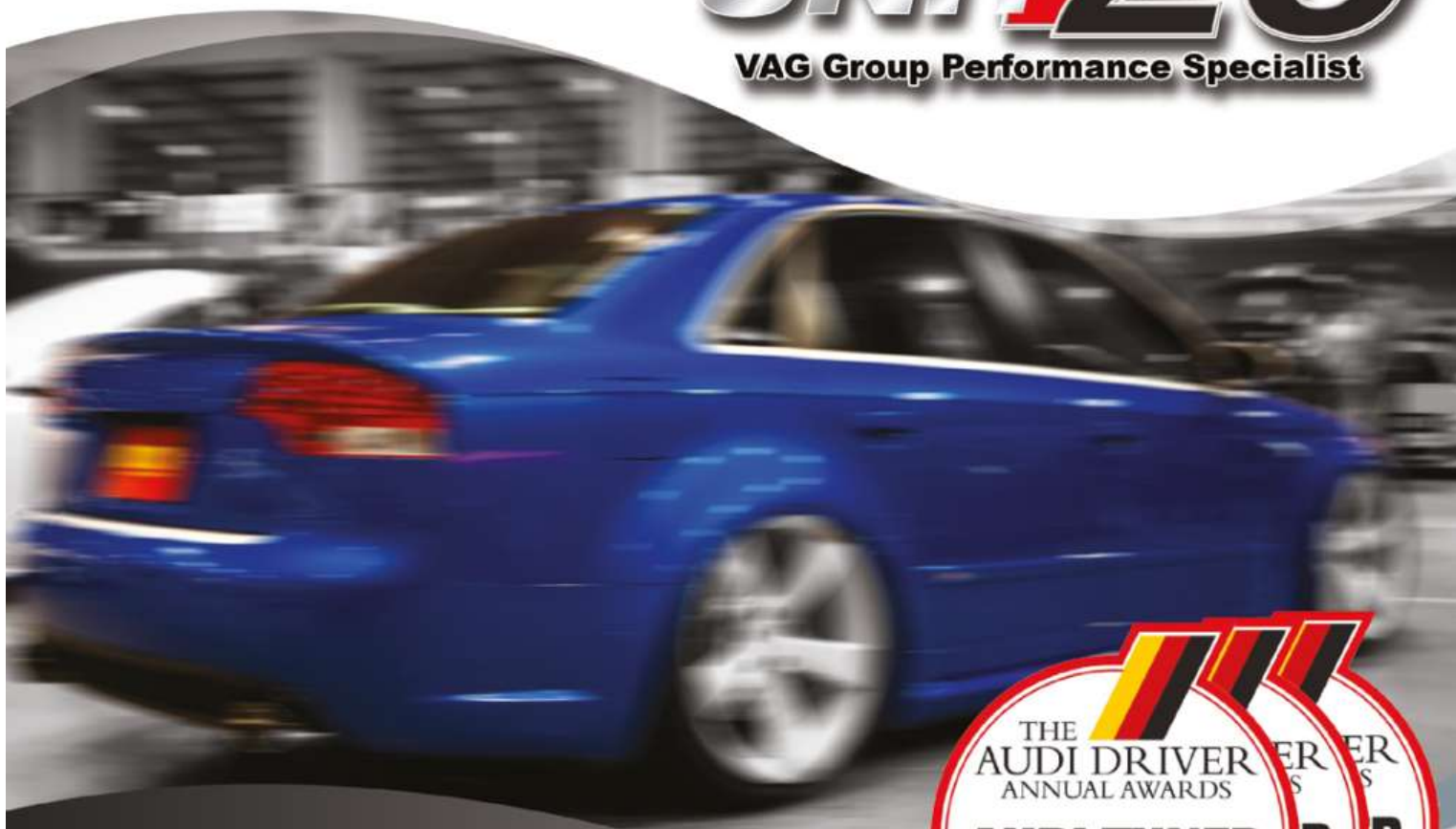
B7 Audi RS4 in Daytona grey, Vorsteiner carbon fibre bonnet, Seibon carbon fibre boot lid

Interior

Complete RS4 leather interior with wing-back Recaros

THANKS

APR UK www.goapr.co.uk, Keith Lucas at APR USA www.goapr.com, Martin Adams at Unit20 www.unit20.org, James Silverstone at JBS Auto Designs/CustomCode www.jbsautodesigns.co.uk, Frank Loughlin at Obsessive Detail UK, Julian Loose at Dub Fiction



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Words Davy Lewis Photography Matt Dear

REPPIN' MOBILE

When you run your own company specialising in high-quality air-ride and interior upgrades, your daily driver needs to be something a bit special...





Right: Mean front end and stunning interior



Without wishing to resort to clichés and stereotypes, I think it's pretty fair to say that a great deal (but certainly not all) C7 A6s are company cars. You can see lots of these big, executive four-doors bombing up and down motorways; often with a suit jacket hanging in the back. From photocopier salesman, to self-employed financial advisors, the A6 makes a lot of sense. You can get some cracking PCP and business lease deals on the saloons, and with the 2.0 TDI Ultra models, decent performance and cheap tax. The S-line and Black Editions look fantastic and are well equipped, too. However, you don't expect to see a 20-year old driving one of these Audis.

And you certainly don't expect to see one that's been as well modified as this one.

So, is the owner, Henry, a sales rep with a very understanding fleet manager that lets him mess with this car? Of course not. Henry runs his own company – Riiva Design.

The Leicestershire-based outfit specialise in styling upgrades, in particular interiors and air-ride. With a background in converting T5 campers, it was a natural progression for Henry to get into boot builds for air-ride. You may question why he didn't go for an RS6 – after all this is the ultimate incarnation of the A6. For starters he's only 20; he also does a lot of miles each year and even a used C7





RS6 is well over £50k. He also does some racing in the VW Cup, so gets his fix of high octane action on the track. For his daily driver and company demo car, he wanted something big, good looking and refined. That'll be an A6, then.

"I had a B8 A4 avant, but wanted something larger," recalls Henry. "I initially looked for an avant, but then I saw this in grey and had to have it." The two-year old TDI S-line came with lots of options and would make a perfect base for his project.

"I drove it for just a day before I got it on the ramps," he smiles.

The plan was to drop it as low as possible on air-ride and create something special in the boot to show what his company can do. With so many cars running similar set ups out there, Henry had to think hard to be different. It helped that he managed to get his hands on one of only a handful of brand new AirLift Performance 3H management kits that allows total control and adjustment of both height and pressure.

"Fitting air-ride to an A6 is different than, say a Golf," says Henry, "they have more complex set ups with double wishbones





“I drove it for just a day before I got it on the ramps...”



Above: Air tank built into the boot lid **Bottom left to right:** Full red leather re-trim transforms this A6



etc.” He reckons the entire air install took about a week.

Pop your head inside this A6 and you’d be forgiven for thinking it was some sort of RS special edition. There’s swathes of red leather as far as the eye can see, from the retro-fitted RS4 wing back front seats; even the flat-bottom steering wheel and gear gaitor have been re-trimmed to match. The door cards are finished in red Alcantara and much of the plastics are now red too. It looks and smells like a very high-end cabin and is one of the best features of the car.

When it came to deciding what wheels to run, Henry had an ace up his sleeve. “I spoke to Brian from Rotiform and he agreed to sell me his own personal set of CCVs off his A7,” he comments. The gargantuan 10x21in alloys took some work to get on, including fitting adjustable camber arms on the rear, plus pulling the arches and modifying the rear brakes, but they certainly look the part.

This A6 is one of those cars that, on the face of it, doesn’t have a huge list of upgrades. But, it manages to have maximum impact, which is exactly what Henry wanted. As the demo car for Riiva Design it fulfils the brief perfectly and will keep him happy until such time as an S or RS badged Audi replaces it.

As company cars go, it’s up there with some of the best – and not a suit jacket in sight! **AT**



Top Take off!
Above: New 3H controller

SPECIFICATION

Audi A6 C7 TDI S-line

Engine

2.0 TDI with a remap

Brakes

Stock

Suspension

AirLift Performance set up with brand new 3H height and pressure management, adjustable camber arms at rear

Wheels and tyres

10x21in Rotiform CCV with 265/30x21 Michelin Pilot SuperSport

Interior

RS4 front seats re-trimmed in red leather with Alcantara backs, red leather steering wheel, red Alcantara door cards, interior plastics done in red, full boot install with compressor tank mounted on boot lid

Exterior

RS-style front grille, arches rolled and pulled, custom front splitter, grille surround and window trims done in black, cut down number plates

Contacts/thanks

Riiva Design www.riivadesign.co.uk, Rotiform www.rotiform.com



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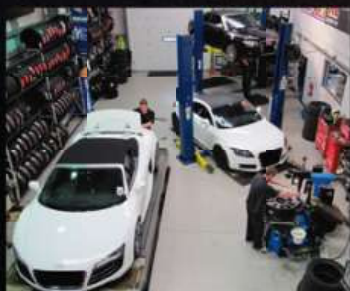
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S1 E2 Pikes Peak replica at Rallyday 2015, photographed by Davy Lewis



Words Jamie Arkle Photography Ade Brannan

HARDCORE HYBRID

The need for a reliable, dependable daily driver doesn't necessarily mean giving up fast car ownership, you just need to pick your project wisely. We get the low down on Dougie Millar's manic, TTE420 S3





“I actually started out as a fully paid up Honda fan; I’ve had a lot of Civics over the years and would defend them to the death... but it got to the point where I was sick of having my spine shaken to bits every day on my way to work.”

Perhaps not the words you’d expect to hear from the mouth of the owner of the stunning S3 you see before you, and certainly not the kind of introduction you’d normally read in the world’s premier performance Audi publication, but they do help to illustrate how much Dougie Millar loves this car.

Bought midway through 2013 as a fast, reliable all rounder, the S3 quickly became a source of great pride and more than a little financial investment, with the modifications starting almost immediately. Indeed, the car boasted a remapped ECU and a few other minor tweaks before Dougie even got his name on the logbook, so there really was only one way it was going to progress.



Top Yellow Speed 6-pots **Middle:** It sits well on KW V3s **Above:** Revo PCV revamp kit

Of course we’re blessed with myriad options when it comes to making our Audis that bit more powerful and Dougie could’ve used uprated parts from any number of tuners, but his decision to plump for the guys at TTE (The Turbo Engineers) has certainly proved to be a wise one. This is a build that’s truly defined by that hybrid turbo setup, one that’s resulted in truly astonishing performance and the kind of brute force that’s normally reserved for high-end Italian exotica.

“Over the years this car has morphed into something of an unofficial demo car for TTE, but at the start it really was a bit of an unknown,” recalls Dougie. “I’m fairly certain this was the first UK car with one of their hybrid turbo setups, and though there were a number of European cars using the kit to good effect, I was never sure exactly how comparable they really were.”

The unit in question is actually a TTE420 hybrid with ported exhaust outlets, an impressively engineered bit of kit that, when combined with the equally trick Stage 2+ map and supporting fuelling and cooling upgrades, helps this demure looking S3 make a hefty 427bhp and 445lb/ft. Not only are those impressive power figures, they’re achieved in a manner that doesn’t compromise the car’s usability. Power comes in fairly low down and peak boost isn’t

**“Wayne at APR wants me to test the
new TTE420-specific APR file”**



so far up the range as to render the S3 'peaky' and suited only for flat out circuit blasts; real world performance and everyday drivability is very much the order of the day.

"Those figures were achieved before I fitted the de-cat and water/meth injection though, so I'm hoping for a bit more in the future," explains Dougie. "The difference in performance really was massive though, truly night and day, and I'd say that the TTE420 hybrid is the best way to spend your money if you're interested in tuning your S3."

A water-methanol injection kit has since found its way into the mix, essential for keeping intake temperatures nice and low and for making the most of all that turbo setup, but also something of a trouble spot to begin with. Dougie started out with a kit from the US and set about the tricky, frustrating job of fitting it to his car ("it wasn't easy – the instructions were infuriatingly vague"), only for the pump and control unit to fail in quick succession! It didn't

take all that long for Dougie to swap it for a similar (albeit far better designed) kit from Devil's Own, a dvc-30 progressive system with dual nozzle upgrade.

"Hopefully I'll get a bit more power soon; Wayne at APR UK wants me to test the new TTE420-specific APR file they have developed and chances are it'll be on the car by the time you read this, so the figures are set to change."

All that power being sent through a bog-standard transmission was always going to make for an 'interesting' (and probably short lived) driving experience, so Dougie took the logical step of swapping in an upgraded clutch pack at the same time. The Loba Motorsport clutch and single-mass flywheel are rated for 500lb/ft and have so far proved their worth, with Dougie reporting no issues whatsoever – and that's despite a punishing schedule of daily driving and more than a few exuberant launches at Crail!

"After I'd had it all set up and knew it was happy making that much power, I decided I'd better look at uprating the brakes and suspension, hence why I've spent so much time on the chassis side of things."

Dougie's done far more than merely fit some stiffer springs and dampers, he really has gone to town. Peek under those arches and you'll find high-end KW V3 coilovers, fully adjustable and very capable bits of kit by anyone's standards. They're backed up by a Whiteline anti-lift kit, steering rack mount, bump steer correction kit and drop links, beefy H&R ARBs front and rear, SuperPro camber adjustable ball joints and a full set of polybushes. There's no

**"I'd say that the TTE420 hybrid
is the best way to spend your
money tuning your S3"**

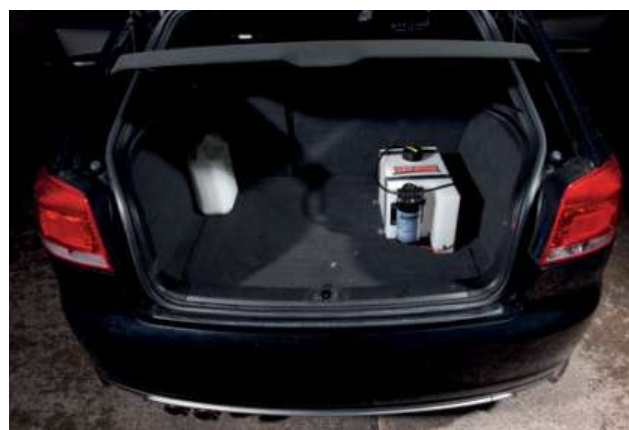




Above: Dougie has created a stunning S3
Left: Inside it's all OEM



Below Left: Gauges aplenty **Below:** Water-meth kit is in the boot





doubt that the S3 is a handy bit of kit in factory form, but Dougie's well and truly taken this to another level. The result is a focused, precise and very usable car, perfectly capable of exploiting every last one of its 427bhp.

It's a similar story with the brakes, with massive 370mm two-piece discs and six-pot Yellow Speed calipers (just about) squeezed behind 18in Speedline Turini alloys. The rears now feature Pagid discs and ATE pads, while braided HEL lines wind their way round the car; it's an effective setup and, much like the suspension, it allows Dougie to push on, confident that if something should go awry he's still got something in reserve.

The 8P S3 is one of those models that serves to remind us how quickly time passes. Maybe it's just us here at AudiTuner but it doesn't seem like all that long ago since these cars were brand new and being offered from Audi forecourts across the UK. It's a shock then to discover that Dougie's example was registered at the start of 2007 – and yet it still looks box fresh!

"It was actually in pretty good order when I first bought it, certainly most of the paint was salvageable and the panels were dent-free," explains Dougie. "The only areas of concern were the front and rear bumpers, with both having been chipped and scratched at some point."

Evidently something of a clean-freak when it comes to cars, Dougie wasted no time in getting stuck in, spending a considerable amount of time machine polishing and correcting the paint. The results are clear to see and it's no exaggeration to say that this might just be one of the cleanest S3s in the country. This is only emphasised by the carefully considered, minimal tweaks that Dougie's made to the car's exterior. Aside from the de-badged boot lid, custom front grille and short plate, it's pretty much as Audi intended, and that's no bad thing in our book.

It's easy to take for granted how accomplished and polished modern performance Audis are, and often the penny only truly drops when you jump behind the wheel of an offering from a rival manufacturer.

Dougie's not ashamed to admit that though he'll always have a soft spot for fast Hondas, it's the S3 that's truly captured his heart and enabled him to run a blisteringly fast car as a dependable daily driver. In truth, we've never had it so good! **AT**



Top: A highly capable S3

SPECIFICATION

Audi S3 8P

Engine

1984cc DOHC 16v with 82.5x92.8mm bore x stroke, OE internals, TTE420 hybrid turbo with ported exhaust outlets, CTS Turbo turbo spacer, turbo outlet pipe, throttle pipe and cold air intake, Airtec stage 2 FMIC, Devils Own dvc-30 progressive water-meth injection system with dual nozzle upgrade, APR runner flap delete and high-pressure fuel pump, RS4 FPR, CTS turbo heat shield, Rev D diverter valve Revo PCV revamp kit, 3in custom downpipe and de-cat, 2.75in unresonated Milltek cat-back, Pipercross 200mm filter, Audi R8 oil cap, NGK Iridium X 8 plugs Millers motorsport grade CFS 5w-40 fully synth, Stage 2+ map

Power

427bhp and 445lb/ft

Transmission

OE Haldex Traction four-wheel drive system, Loba Motorsport clutch and single-mass flywheel conversion, Sachs master and slave cylinder

Suspension

KW Variant 3 coilovers, THS engine and transmission mounts, Whiteline anti-lift kit, bump-steer correction kit, adjustable front and rear drop links and steering rack mount, full set of Powerflex polybushes, H&R 24mm (front) and 26mm (rear) ARBs, SuperPro front camber adjustable ball joints, replacement stock top mounts, THS dogbone insert

Brakes

Front: Yellow Speed six-pot calipers with 370mm two-piece discs, HEL braided lines, Rear: OE calipers with Pagid discs, ATE pads, HEL braided lines

Wheels and tyres

8x18in Speedline Turini alloys, 12mm (front) and 15mm (rear) spacers, Falken 215/45x18 tyres

Exterior

2006 Audi S3 in black, private short plate, de-wipered rear window, de-badged boot, custom RS3 grille

Interior

Stock S3 interior, water-methanol gauge

THANKS

Simon at The Turbo Engineers, www.theturbomechanics.com, Mark at Brotek www.brotek.co.uk, Stan and Campbell at Ecotune Glasgow www.ecotune.com, Davie at Autohous Edinburgh, Dave Henderson for fitting so much of the hardware, Wayne at APR UK www.apr.co.uk



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Words & Photography Davy Lewis

RALLYDAY 2015

One of our favourite shows turns out to be another corker – with some extra special Audi guests too...

Rallyday is one of the best events in the UK today. Where else can you find stunning, tuned road cars, parked up next to heroes from the halcyon days of '80s Group B excess? Although there's every conceivable make and model of rally car at the event, there's always a staunch contingent of Audis.

But this year was extra special.

To celebrate 15 years of the show, the new organisers, Castle Combe, pulled out all the stops. This included gathering one of the most mouth watering collections of super-rare Audis you'll ever see.

Now, most of us would feel lucky to see just one original Sport quattro at a show. Well how about four of them!? That's right, four of Audi's homologation specials were neatly parked up – two white, one red, and one an ultra-rare black model. They all had Swiss plates on and they were all a bit grimy.

You can read more in the box out later on, suffice to say, I spent well over an hour chatting to these guys, including the lucky man that owns two of them (plus another one at home!).

The great thing about Rallyday is the atmosphere. Everyone is smiling and there for

the cars. There's nothing but mutual respect, no matter what marque you're into – other shows could learn a lot from these guys.

Best of all is that many of these often priceless cars are there to be used in anger. A special stage is set up on the circuit and they get driven as they were intended. Okay, perhaps not quite with the zeal and commitment of someone like Ari Vatanen (he was the star guest by the way), but still with some spirit.

I managed to get very close to the stunning Si E2 Pikes Peak replica as it launched off the line and the warble from that five-pot gave me goose bumps every time. Like me, you've probably spent too much time on YouTube watching these things being driven hard, but to actually see and hear one up close is a true privilege, and something every Audi fan should experience.

Just like rallying, the fans are able to get close to the cars, so there are plenty of doors and bonnets open, with the owners all more than happy to chat about their cars.

Rallyday is a fantastic event, held at a lovely, friendly circuit, deep in the heart of the verdant Wiltshire countryside. Make sure you pay a visit next year!



Another quattro prepares for the special stage





Black Sport quattro is one of just two ever made and was driven by Walter Röhrl

THE SPORT QUATTROS

One of the most iconic and rare Audis ever made, the short Sport is guaranteed to draw a crowd. But to see four of them was almost unbelievable. I spoke to the guys who arranged the trip over as part of Sport quattro Club for their annual bash in the UK.

These guys drove from Switzerland in what must have been one of the most epic road trips ever. Each car is

unique and original, save for some minor updates here and there. To have seen this quartet of quattro hammering along a UK country road must have been truly awesome.

The black car is one of only two officially made and was an ex-Audi press car. Part of its job was to be driven by none other than Walter Röhrl and the owner even had a picture to

prove it. That kind of info can only add to the already lofty value of this thing. In fact there was around 1 million Euros worth of Audis here and they're all used, not locked away.

As if things couldn't get any better, the arrival of their friends with two, stunning S1 E2 Group B replicas on the back of a lorry sent the crowd into a camera phone frenzy. What a day.





White Sport has Compomotive reps of OE Speedlines



SHOW TIME



Stunning S1 E2 and
Ari Vatanen (below)



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Words Davy Lewis
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Class Act



Plush Automotive have made a name for themselves as the go-to specialists for high-end Audi builds; we find out what makes these guys so well respected...



Chances are, even if you don't know about Plush Automotive, you'll have seen one of their cars.

Main man, Luke Massey, has been producing stunning builds since 2006 and has become the go-to man for sumptuous interiors and innovative air installs. Plush did the world's first ever RS5, RS6 and R8 on air, and have become synonymous with high-end Audis. Luke is also one of the nicest guys in the business and puts his heart and soul into every job.

So how did the Leicestershire lad grow to become one of the UK's premier Audi enhancement specialists? We went to visit his stunning new workshop to find out...



Top: Luke Massey started Plush ten years ago **Main image:** High-end Audis make up much of the business **Bottom left to right:** Everything is done in house, from re-trimming, to air-ride and tuning work





AT: Tell us how Plush Automotive began...

LM: I was trained at an interior trimming company; we used to do the contract for Noble cars. From here I left to become an auto electrician and before long I was asked by a few people if I could do their cars. So in 2006 I decided to make it a full time job. My first project was a purple 106 that was on the cover of *Redline* magazine back in the day!

AT: So it began pretty small then?

LM: Yes, it was just me for five years, doing all the work, from the garage at the back of my dad's shop. Then about four years ago we made the shop bigger and that's when the air-ride really started to take off.

AT: Tell us about the new place...

LM: Last year I decided to create a purpose built workshop that would create the right impression for some of the high-end clients we deal with, and give us somewhere great to work from. I'm still in the same place, it's just changed a lot.

AT: You've become known for working on Audis; why do you think they're so popular?

LM: It's a good question. They're really

desirable cars and after we did some high profile projects like Wayne Simpson's R8, word spread. To be fair we've worked on everything from A1s, to Q3s, all the way up to RS6s and R8s – in fact the only Audi we've not done so far is an RS7.

AT: You've become known for fitting air-ride, but you do a lot more don't you...

LM: Yes we do. Obviously the air-ride side of things is still very big for us, but we offer a full range of custom upgrades. From full interior re-trims; to high-end wheels from Avant Garde; Akrapovic exhausts and our new range of carbon fibre parts, which will be available soon. We don't just do air-ride though, we also fit coilovers – whatever

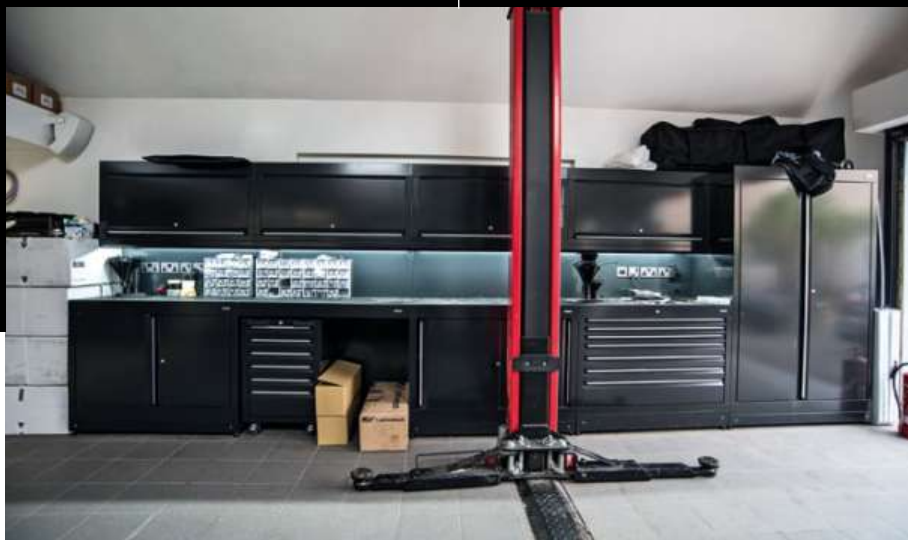
the customer wants.

AT: You're quite busy then?

LM: We certainly are. There's a minimum of a two-month waiting list on air-ride and interior trimming, but I want to be in a position where I have lots of stock on the shelf, so that customers can visit, choose the parts they like, then we'll fit them. So there's no pre-ordering or long lead times.

AT: Tell us about the carbon parts...

LM: We can cover pretty much anything you like in carbon skin and we use the OEM parts so it's all high quality. I currently have a set of RS6 roof rails being done as well as interior grab handles – it's all about the details. I also have a fair few



Right: Now that's what you call a tool chest set up

Left: New workshop is very, er, Plush! **Right:** AirLift is one of Plush's chosen brands **Bottom left to right:** Plush specialise in bespoke interiors, including boot builds



sets of RS4 seats and a pair of these will be done with carbon backs. You can't get these as an option on the RS6, so I'm working on a way to retrofit them and get them trimmed to match the rears with the hexagonal design. We also do carbon air tanks, which have sold really well.

AT: Sounds exciting...

LM: Yes, I'd like to get to the stage where we're creating Plush Edition Audis. So we buy in a car, then fit a set of wheels, suspension, exhaust, then re-trim the interior, add some carbon parts and sell it as a complete package. A lot of people want the individual look and they're prepared to pay for it.

AT: What's been your favourite Audi project so far?

LM: I really liked Wayne's R8 – I thought that was the pinnacle when we first did it. But then the C7 RS6 that you featured on issue 004's cover came to me and that was a great feeling!

AT: Scott's RS6 has gone down a storm at shows this year, it's been a great advert for you guys. I have to ask, what's it like removing the dash from a £100k RS6?

LM: You know what; it's just the same as an older A3. I know Audis inside out now and I like to think we've earned the right to be able to do things like this. At the end of the day, they're all the same

underneath!

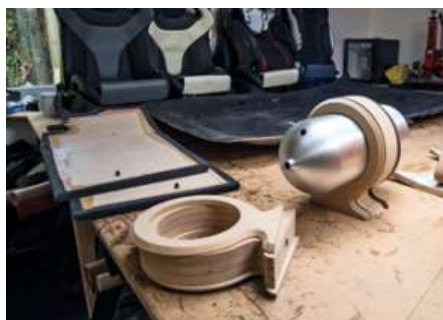
AT: It's fair to say you like Audis then...

LM: I do. I had a B7 RS4 avant that I really went to town on. It had a full custom interior, supercharger and put us on the map with the Audi guys. I must have done ten B7s off the back of that car.

AT: What's the next project?

LM: I'm actually hoping to pick up a C7 RS6 tomorrow! The plan is to get it in the workshop and transform it over a weekend. I'll be fitting air, Avant Garde wheels, an Akrapovic exhaust, then looking to re-trim it and fit the RS4 seats, plus lots of carbon bits.

AT: We look forward to seeing it.



Contact

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PROJECTS UPDATES

A quick recap on what's happening to some of the cars we were following in earlier issues of AudiTuner

Project builds are great to follow but, as anyone that's been involved with a project will know, things get delayed and plans

change. So some of the cars we began following have gone quiet. It's not because we've forgotten them, just that progress

has been slow. So, here's a quick update on where the cars are currently at...

Revo's A3 track car

We introduced this A3 2.0 TFSI quattro in issue 001 and the 'budget' track car build has progressed somewhat. We left it in issue 005 with the car ready to go for paint, but since then it's had a packed schedule of testing. The good news is that it's almost finished, so we'll be running a full feature and track test on this big turbo A3 very soon.



MRC Tuning's RS6

The big RS6 appeared in issue 003 where we introduced Doug Bennett's new family run around. We tested it with its 725ps remap and were blown away by its 0-60mph time of 2.9sec. Since then Doug has been flat out with customer cars – add to this the fact he's been playing with his RS2 as well as the now twin supercharged R8, and it's clear to see why the RS6 has not made any progress. But with news of MRC's first 1000ps+ C6 RS (see news) I think we can see where this will be going next...



Revolution's RS4

With initial plans to get the RS4 ready for a trip to the Nürburgring, Glenn from Revolution got snowed under with work and he missed his weekend at the Nordschleife. Then after a shoulder operation, he's been out of action, so the RS has been parked up. But fear not! He's on the mend and the big V8 will be back next month with some fresh upgrades.



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AUDI TUNER'S A6 3.0 TDI QUATTRO

A new set of wheels and tyres for the big diesel



Choosing a set of wheels is a serious business. Get it right and you'll be bombarded with compliments and questions about where you got them and what fitment they are. But, get it wrong and you'll be mocked like the kid who dropped his lunch tray on the first day of school.

I spent a long time investigating PCDs; offsets and debating the pros and cons of different set ups. Seeing feature cars with Vossens, Avant Gardes and ADV.1s on a daily basis, meant I had lots of inspiration. Sadly I don't have the budget for a £4k set of wheels. Plus tyres. To be fair, even if I did, this car wouldn't warrant such high end rims – it is a daily after all.

After much searching, I happened upon a design that I liked. The AEZ Straight Dark

has a slightly concave design, with seven meaty spokes that stretch right to the edge of the rim for maximum coverage. The satin bronze finish also looks classy and they would fit my A6, too.

As it's a daily that gets filled up with camera kit, I stayed sensible with tyres and wheel widths. I could have gone 9.5x20in, but with the car lowered as much as I want there was a risk of it catching. So the 8.5s do the job and there's plenty of tyre with 255x35 Toyos fitted.

To have them fitted I went to see the guys at TTS Roadsport, who have just moved into their huge new premises. Technician Sean did a cracking job of getting the tyres fitted up and had the AEZs on in no time.

It took me a couple of days to get used

to the new rims, but I have to say I really like them now. The A6 has more presence and they fill the arches much better. The ride hasn't been compromised too much by going up a size, although the AEZs are a fair bit lighter than the OEM wheels, so the car feels like it turns in a bit more keenly. This is due in part to the Toyos Proxes T1 Sport, which grip really well.

You may have noticed the car also sits a bit lower than before. That's because I've also fitted a KW Street Comfort kit. More on that next month...

Contacts/thanks:

Wheelwright (AEZ) www.wheelwright.co.uk
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RS4 B7 600+ BHP





QS TUNING'S RS3

QST's Nardo grey RS3 goes down well at Edition 38 and has also hits the rollers...



It's been another busy month for the Nardo grey RS with Kim Collins and the QST crew getting lots of miles in. With plans to fit the well respected MTM M-Cantronic module, which doesn't flag up on a TD1 dealer diagnostic, QST decided to get a set of base dyno figures for the RS. By the time we go to print, the M-Cantronic unit should have given the RS3 around 420ps and 500Nm, and we'll be giving it a full road test soon. A new exhaust system and air filter is also being developed.

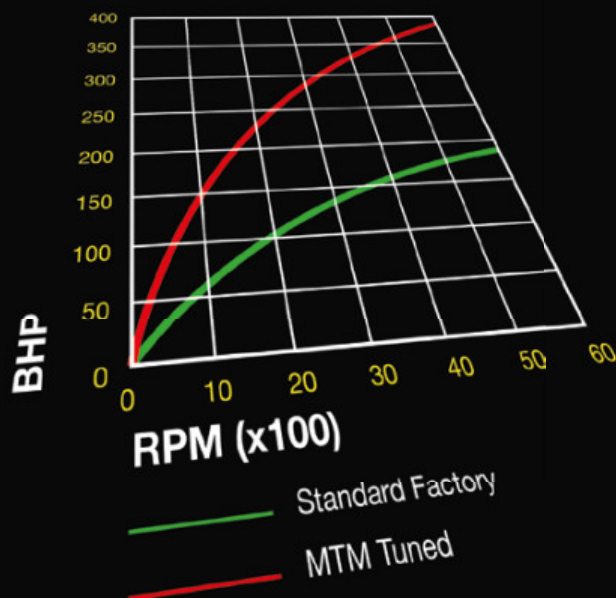
Last month we mistakenly said that the Vossen VFS2 retailed at £624 but, we've since learned they're actually a lot less. QST sell these stunning multi-spoke alloys for £520 each. As Vossen dealers, they have a full range of these high-end wheels available to take your Audi to the next level. www.qstuning.com



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TUNING UPGRADES

REVO BIG BRAKE KIT

Revo's new Mono6 big brake kit is now available for a range of Audis and other VAG models. Manufactured for Revo by Alcon, the kit includes 6-pot calipers (3.3kg each), 355-380mm discs (7.66kg each), aluminium bells, bracket, stainless steel lines, Motul DOT 5.1 fluid and Ferodo DS Performance pads. The kit has been rigorously tested in all conditions and is designed to provide confident, fade-free performance for any hard driven Audi. A great solution for anyone that has increased power, especially for those who use their car on track. Available for A6/A7 (C7), A4/S4/A5/S5/Q5 (B8), A3/S3 (8P), A3/S3 (MQB).

FROM Revo

Price
From £2154

Contact
www.revotechnik.com

PIPERCROSS 1.4 TSI FILTER

This new, direct replacement panel filter drops directly into the factory airbox. The dry, triple layer foam used draws heavily on Pipercross' BTCC experience, as the firm supplied almost every leading team on the grid for the 2015 season. The vastly improved surface area, carefully selected multi-layered foam within the unit offers 30% more air-flow than even the most efficient of OEM filters. As well as providing a far better rate of flow, the ingenious multi-layer design also filters down to a far finer rate, protecting the engine against damage.

FROM Pipercross

Price
£35.99

Contact
www.thepipercrossshop.co.uk

ABT SPORTSLINE FR WHEEL

This FR cast alloy wheel is the latest offering from high-end German tuner, ABT. It's a classy looking, split five-spoke design in black with a polished front edge that's sure to suit a wide range of Audis. As with all ABT parts, it's very well made and comes with full TUV approval. ABT has worked closely with Audi's DTM team and although not an official partner, they are about as close as you'll ever get to it. Available in 20, 21 and 22in.

FROM ABT Sportsline

Price
POA

Contact
www.richtersport.co.uk

KW STREET COMFORT KIT

The stock S-line suspension on the C6 A6 range can be quite firm and unforgiving, especially on bumpy b-roads when you run larger wheels and low profile rubber. KW has come up with a solution in the form of their Street Comfort coilover system. It's been designed to offer a sporty, but forgiving ride, with none of the harshness associated with the stock S-line set up, or regular after market coilover kits. These are built using the same top flight damper technology as found in their Inox Variant 2 coilovers but configured and sprung for comfort.

The kit is fully adjustable with 16 clicks of rebound, so you can run them soft or firm them up, depending on your preferences, without affecting the compression damping. It allows a drop of 10 to 40mm, and like all KW kit, it's very well made and should last well. It's available for a wide range of Audis, including A6, A4, A5 and others.

FROM KW Automotive

Price
£1200

Contact
www.kwautomotive.co.uk



NEW PRODUCTS

The latest tuning upgrades for your performance Audi...



EIBACH PRO-KIT FOR MK3 TT

The Eibach Pro-Kit offers a 30mm drop enhancing the TT's naturally aggressive stance, whilst the lower centre of gravity causes the vehicle to feel more 'planted' and reduces body roll. Made from the highest quality Hi-Tensile steel, these progressively wound performance springs work hard to maintain excellent ride quality. A quality upgrade that'll transform any Gen 3 TT.

FROM
Eibach

Price
£216

Contact
www.eibach.com

REGAL GARRETT GTX TURBO KITS FOR 2.0 TFSI

The 2.0 TFSI engine found in many VAGs, including the A3/S3 and TT, can be transformed with a turbo upgrade. This Garrett-based kit from Regal Autosport is a one-stop solution to more power with three turbos available – a GTX2867r, GTX3071r and GTX3076r, depending on what power levels you're aiming for. The kits come with a cast manifold, downpipe, intake and intercooler pipes, plus coolant and oil lines.

The kit can produce up to 600bhp, with installation, hardware support and ECU calibration also available.

FROM
Regal Autosport

Price
£2045 (GTX2867r)

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www.regalautosport.com



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WRAPPING Q&A

Your questions answered

Vehicle wrapping has become very popular over recent years. The process of applying vinyl to your car can totally transform it, while also offering some protection from stone chips and the like. So we got together some questions from readers and gave them to our contact at industry leading wrapping experts, 3M, to get the low down on what's involved with a full vehicle wrap...



Wraps seem to have appeared out of nowhere – where do they come from?

The concept of vinyl wrapping may have only been on the modifying scene for a few years but it's been around a lot longer in the commercial market. Developing wraps for 3M came from a need in Germany where they wanted to ensure taxis were easily identifiable without having to specially paint every car. The majority of taxis over there are now wrapped in our Gloss Ivory film. From there we discovered an appetite among vehicle owners for changing colours quickly, without the hassle of getting a paint job.

Is wrapping a professional job?

For a whole car it is recommended. We do make home wrapping kits that are perfect for roofs, bonnets and accent pieces but, it takes a lot of skill and training to manipulate the film around the awkward shapes involved in wrapping a whole car. We'd always recommend one of our pro Authorised Vehicle Wrappers found on our www.wrapyourcurves.co.uk website – we like to make sure that only the best of the best are there.



Are all wraps road legal?

In the UK, the majority of vinyl colours are perfectly legal. Chrome and other highly reflective films are something of a grey area though, that's why we don't currently offer those options.



How do you get to be a pro wrapper?

Anyone – well, anyone with a bit of patience! – can have a go. In reality it takes a lot of hard work and practice. Here at 3M we have our own training program to get professionals to the 3M Autoapproved standard. We generally work with vehicle wrappers who have been in the trade for a couple of years. We assess their skills, premises and business to ensure the quality of their wraps meet our application requirements. From there they can train to become a 3M Authorised Vehicle Wrapper.



Is wrapping similar to window tinting?

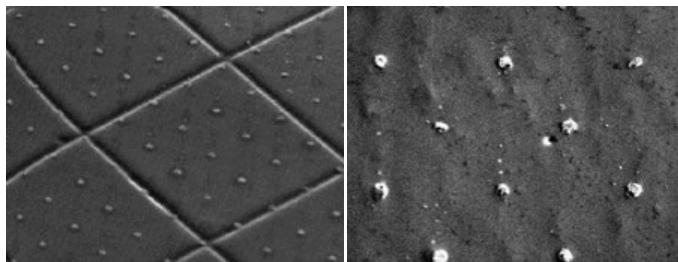
In a way yes, it's an adhesive film and a heat gun. The skills involved do vary though, because the application methods are different. Window tinting films generally go on wet glass and the moisture is squeezed out. A wrap goes on dry and is stretched around all the complex shapes on a vehicle. Whether one is harder than the other is something for debate – many tinters don't like wrapping and vice-versa.

How do I care for my wrap?

Shampoo and warm water – getting the bucket and wash-mitt out regularly. Personally I'd recommend Meguiar's, they have some great products for cleaning our wraps but then again they should do – they are part of 3M and we develop products alongside them.

Does a wrap damage your paint?

It shouldn't, as long as you use the correct vinyl and not the extra-strong stuff used for signs. In fact, many people use vinyl purely for paint protection on bonnets and bumpers. That said, it's important to assess the condition of a vehicle's paintwork before any wrap is applied. If there's been a questionable respray or accident damage where paint hasn't adhered to the vehicle properly it can come away when the film is removed. It's rare though, after all you wouldn't go wrapping a supercar if it was going to pull off the paint right? And we've all seen plenty of those.



Will technology ever make wrapping easier?

Most certainly. Vinyl films have come along way over the past few years and that has already has made wrapping easier and the quality of finish better. Here at 3M we're always looking to innovate and we've developed a number of unique technologies to assist application. Our 'Controltac' adhesive technology, for example, allows wrappers to float the film over the surface until they are happy with its placement. It's applying pressure that activates the adhesive and bonds the film to the car. We also have 'Comply' technology which are microscopic channels that eliminate air bubbles, you simply push them out. It's always important to use the best film you can for any wrapping and, although we don't like to brag, we haven't found a better one yet.



Can I have a logo or sign on my car?

Yes, you can have anything you like, as long as it's legal and non-offensive of course. Many wrappers can apply the printable vinyl we offer which will take any image logo or design you want; something eye catching for a show, or road rally for example.



What happens if my wrap is damaged?

If it's a light scrape or a scuff, sometimes it can be patched so it won't be noticed but, most of the time, you can simply re-wrap the panel after repairing any damage underneath. That's the advantage of a wrap, it's not only quick but there's no expensive colour-matching like with paint because the films are always the same. Gloss black is always gloss black and so on.



Do I have to notify the DVLA about wrapping my car?

Up until recently no, because it isn't classed as a permanent colour change. Now we've been advised that, if you're wrapping the whole car a different colour, the DVLA has to be told and your V5 document amended. Apparently this is for identification for law enforcement, revenue collection and road safety. On the bright side, it's a good idea if your car is ever stolen and may get you out of a sticky situation with your insurance company in the event of a claim. Best to declare it with both parties, just to be safe.

How long does a wrap last?

We always say up to five years. That doesn't mean they'll all fall off after that time but, you may get a bit of fading on certain colours depending on the manufacturer of the film. We've seen some wraps last a lot longer than that though; the best thing is to maintain them like you would with a good paint job. Keep them clean and tidy.

Will wrapping affect the resale value of my car?

Possibly and most likely for the better. Protecting your car's paintwork can battle depreciation for a start. Many car dealers actually wrap cars in more popular colours to shift them too – you didn't think all those white Range Rovers were painted did you?

3M Top Tip



Can I wrap other stuff other than vehicles?

You can wrap anything you want within reason. We've seen everything from tool boxes and kitchen cabinets to front doors and office desks have our films applied. If it's clean, dry and the film will stick to it – generally speaking it can be wrapped.

www.wrapyourcurves.co.uk



Baby got rims!

EDITION38

One of the most popular VAG shows has its biggest year yet, and the Audi content was huge...

What began as a small show run by VW enthusiasts has now grown into a major event. E38 has become *the* place to unveil hot new project cars and attracts the very best VAG motors from across the UK and further afield. For many, part of the appeal is the chilled out three-day format, which allows show-goers to relax and camp on site.

This year, the event seemed to have grown even larger with row upon row of immaculately prepared cars. From retro classics, to hot hatches and big-power S and RS models, there was something for every Audi fan. We sent our man, Matt Dear, to scope out the best cars; here's our top selection...





QST's RS3 had its first outing on new Vossen rims



RS2-inspired Cabriolet was a rare find



They spotted the pork pie hidden inside the R8...



Stunning RS2 with an amazing interior





Immaculate Mk1 TT



Rear wing is a Marmite mod!





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SHARK PERFORMANCE OPEN DAY

We head to Mansfield to join the Shark crew for their open day...

Shark Performance are one of the most respected UK tuning outfits, so when they invited us up to their Mansfield HQ for their open day, we sent our man Adam Walker up there to bag some pics.

It was a strong turnout, helped by the nice weather. Handy then that Shark are

based on a large industrial estate with parking for plenty of tuned cars. Milltek are based just down the road, so it was great to see and hear their beast of an RS7 rumbling into the estate. There was a good selection of tuned Audis in attendance, from S3s and TTs, through to RS3s, S5s, plus an S8 as well as an R8.





**“A great turnout of Audis
at Shark Performance”**





With a state of the art Bapto dyno facility, it was no surprise that MD Ben ended up running several cars on the rollers. Although Audis featured heavily, there were plenty of other cars from the VAG stable, including Shark's own Skoda Octavia vRS, plus Volvo track car.

With a barbecue to keep everyone filled up with juicy burgers, and the Shark team on hand to offer free technical advice to customers old and new, it made for chilled out Sunday. You can find out more about Shark Performance at www.sharkperformance.co.uk or call 01623 332233.





A5



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Top: Jack Patrick S3 8P
Right: Steve Ritchie S3 8L



Top: Paul Cole A3 TDI **Above:** Bryan Phillips RS4
Below: James Batisfield A6 3.0 TDI



Above: Ben Gunn B5 S4

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FORGE ACTION DAY 2015

The Forge crew put on another top event at Castle Combe and we were there to join the fun...

We don't need an excuse to head to a race track for a day out, but when the guys at Forge Motorsport are running things, you know there will be some good stuff happening.

Since the team put their weight behind the Action Day, it's become a must-do on the track day calendar.

Now in its fifth year, it's a simple format: book some track time and get out there to have some fun. It's open to all comers and attracts a diverse mix of cars, from Time Attack weapons, to daily drivers. Best of all, there's always a healthy number of Audis there, so we decided to take our stand along, together with some rather tasty cars.

Star of the display was the B5 RS4 which we featured on the cover of issue 002. Wes Lane's 700bhp monster is one of the finest examples in the UK and had a steady stream of

admirers all day. Together with KW's fantastic S1 Clubsport from the cover of last issue, a nicely tuned Mk1 TT and a stunning B7 RS4, the performance tuned cars were covered.

We also had some new cars to show off, courtesy of our friends at Bristol Audi. The guys brought along a brand new Q7, and S3, which as it turned out become a big hit on the stand. All of them were blown away by the Virtual Cockpit screen (the same as available in the Mk3 TT and forthcoming new S4) and the electric retracting tow bar and folding row of seats. Chaps like gadgets!

We also caught up with some of the biggest names in the tuning scene, including Milltek, Toyo, Bilstein, Eibach, APR, The Performance Company, Tarox, Meguiar's and KW.

We had a great day and even met some new readers too. Highly recommended – see you there next year.



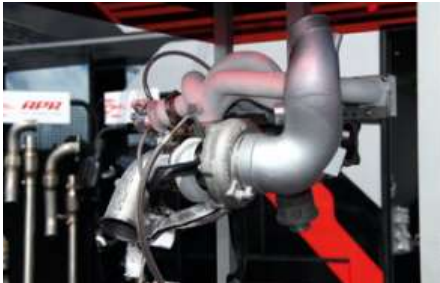


Top: Milltek's RS7 is a beast **Above:** Tasty S5 **Right:** Loving this immaculate Coupe with turbo lump



Below: 2.0 TFSI A3 saloon





Top left: TT RS turbo kit on the APR stand
Top: Plenty of S3s old and new





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- Skoda Octavia 5E 1,8TSI 132KW/180HP
- Skoda Octavia 5E RS 2,0TSI 162KW/220HP
- VW Golf 7 GTI 2,0 TSI 162KW/220HP - 169KW/230HP
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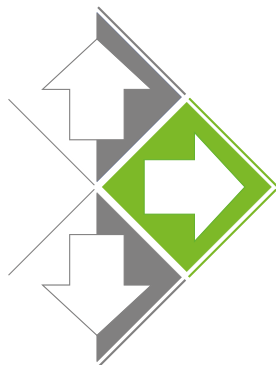
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